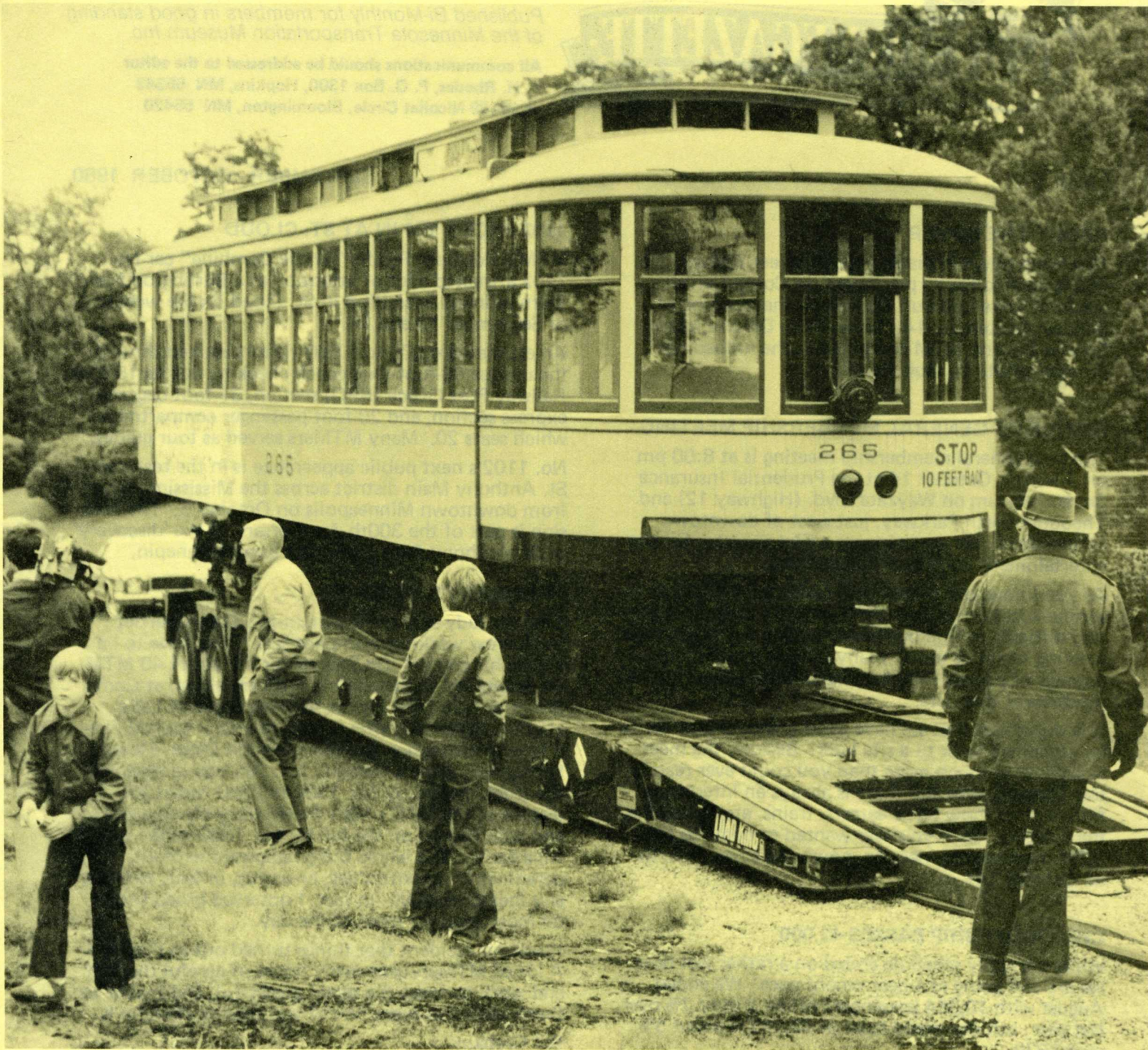
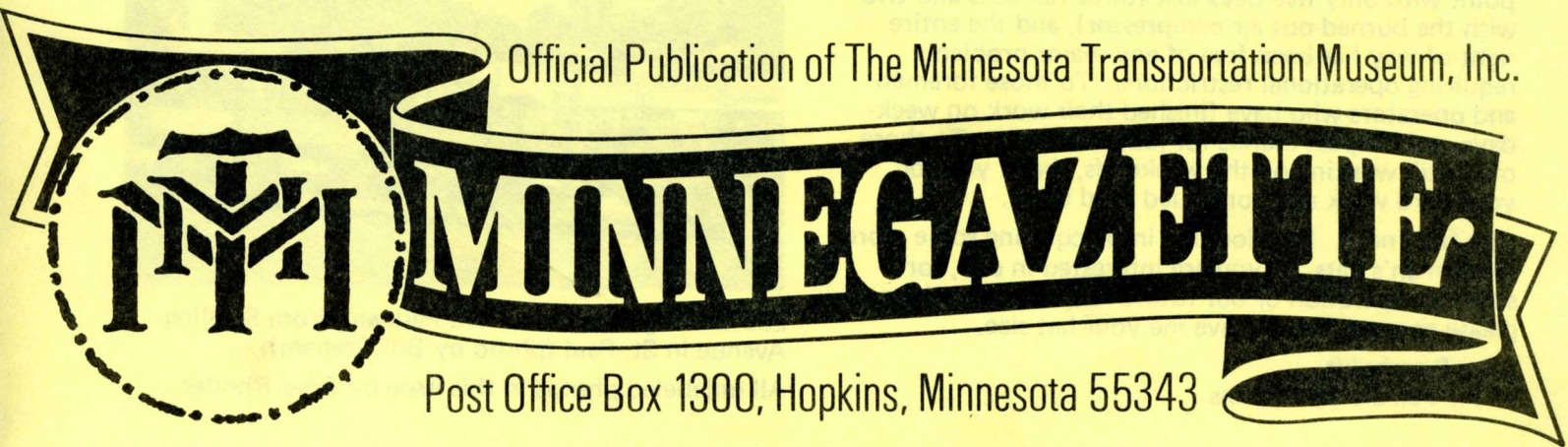




Official Publication of The Minnesota Transportation Museum, Inc.



Post Office Box 1300, Hopkins, Minnesota 55343

PAGE 2

SEPTEMBER - OCTOBER 1980

ABOUT THE COVER

Rail ramp down in place, Duluth Street Railway No. 265 is readied for its placement on Como-Harriet's tracks at Lake Calhoun Station on the morning of Sunday, September 14. Crews from Diesel-Electric Service Co. and MTM combined in the unloading process (photo by Bob Renz).

NOTICE OF GENERAL MEMBERSHIP MEETING

The next general membership meeting is at 8:00 pm on Tuesday, October 14 at the Prudential Insurance Co. auditorium on Wayzata Blvd. (Highway 12) and Theodore Wirth Parkway, just west of downtown Minneapolis. We are lining up a film program for the entertainment portion of the meeting.

As you know, our bi-monthly meetings are held at various locations within the Twin City area. It is getting difficult to find businesses willing to donate their meeting facilities to us. Many require a minimum number of people (100 for example) to assure future meetings at their site.

It is important that we have good turnouts in order to be welcomed back to a site later. Besides, the meetings cover so much more than you could ever read in this Minnegazette and there is always an interesting film or slide show on streetcars, trains, etc. following the meeting. So if you ever wanted to come to an MTM membership meeting, now's the time. Join us on October 14!

CHSL RIDERSHIP PASSES 42,000

While our daily schedule ended on a rather wet note, we are still going at a near record pace. We ended August with 10,354 passengers which is only 2% over last year, but our grand total of 42,243 is about 5% over 1979.

This year has been good from the operational standpoint with only five days lost (three rainouts and two with the burned-out air compressor), and the entire right-of-way has been free of any major problems requiring operational restrictions. To those foremen and operators who have finished their work on weekdays, my deepest thanks for jobs well done. To those of us still working on the weekends, thank you for your hard work and continued hard work.

One final note. I am looking into acquiring some more motorman's hats. If you are interested in one, for streetcar operation or our future railroad operations, please contact me and give me your hat size.

John Prestholdt
V. P., Vehicle Operations

1102 PACKS 'EM IN AT ST. CLOUD

MTM's Northern Pacific "Triple Combine" car No. 1102 attracted a lot of attention at a Burlington Northern railroad exhibition in St. Cloud on the weekend of September 13 and 14.

An estimated 4,000 to 6,000 visitors walked through the unique 82-foot-long coach checking out its 15-foot Railway Post Office (RPO) section, 37-foot baggage/express section, and 20-foot passenger compartment which seats 20. Many MTMers served as tour guides.

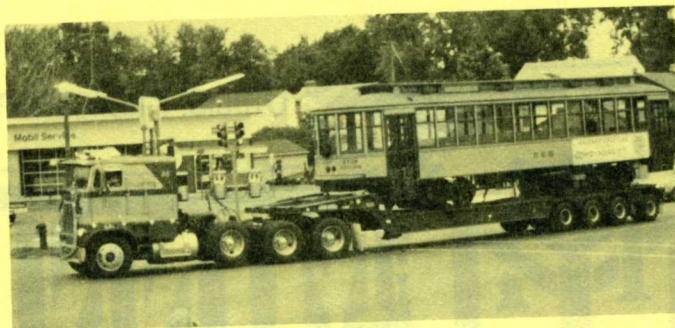
No. 1102's next public appearance is in the restored St. Anthony Main district across the Mississippi River from downtown Minneapolis on October 5. The occasion is part of the 300th Anniversary of the 'discovery' of St. Anthony Falls by Father Louis Hennepin.

PRESIDENT'S MESSAGE

Like the lady said while watching a Como-Harriet track crew working in the hot sun, "You have to be a little bit crazy." On September 14, about 40 MTMers assembled in the chilling 6:00 am gloom at Como Shops to take DSR 265 to her new home at Lake Harriet. With no traffic on the streets, it looked like a funeral procession following behind Diesel-Electric Service Company's flatbed. No. 265 was ramped off the truck, pulled by No. 1300 to 42nd Street for display at the MTC's 10th Anniversary observance, and later shoved up the hill by No. 1300 to the Linden Hills barns. The whole thing happened without derailments, catastrophies, or snafus, in fact, without any incidents at all. In fact, I observed broad smiles on most faces for most of the day.

It was no accident that things turned out as they did. A lot of MTMers gave many hours of careful thought and work to make the move successful, and I want to thank each and every one of you who worked on it.

Bill Graham
President



265 turning west onto Ford Parkway from Snelling Avenue in St. Paul (photo by Bill Graham).

All unlabeled photos in this issue by Fred Rhodes.

DSR NO. 265 MOVES TO LAKE HARRIET!

After seven long years of painstaking restoration by MTM volunteer members, Duluth Street Railway streetcar No. 265 was moved out of Como Shops and to the Como-Harriet Streetcar Line in the early morning hours of Sunday, September 14.

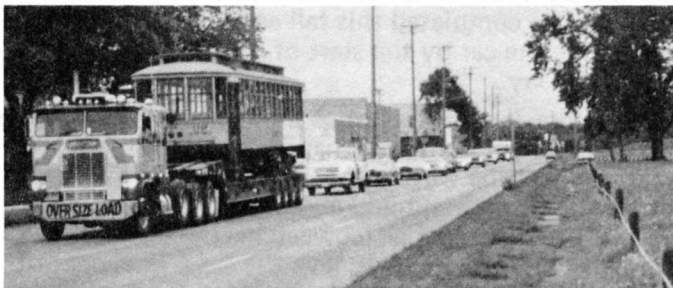
Since the car was brought in from the woods near Solon Springs, Wisconsin on September 19, 1973, members have spent over 13,000 manhours and over \$15,000 to restore No. 265 to its final 1939 appearance. Although much remains to be done before 265 can carry passengers in revenue service, the car was deemed restored far enough along so that restoration could be completed in the new heated car barn at Lake Harriet. It also freed up some valuable space at Como Shops for additional rolling stock.

Diesel-Electric Service Company of St. Paul moved No. 265 free of charge in return for public acknowledgment in our press release and signs which we provided. On Friday, September 12, No. 265 was pulled out of the shop building and onto Burlington Northern's transfer table and moved up to the sand-blasting shed where it spent Friday night. (photo by Loren Martin)



On Saturday, the semi-trailer truck with its specially-built rail-embedded flatbed arrived. The cab was disconnected and the front end of the trailer "knelt down" and unfolded a rail ramp down onto the track. No. 265 slowly and carefully was pulled up the ramp and onto the flatbed's rails where the trucks were then securely chained to the flatbed. The truck and streetcar were then parked in the sand-blasting shed for the night.

In the semi-darkness of 6:30 Sunday morning, the semi pulled out of Como Shops followed by a caravan of cars filled with members watching every move. The move, over a carefully-selected route of generally wide (and deserted) streets, covered about 16 miles. It was not the shortest route, but certainly the easiest.



"Light Rail on Hiawatha" (265 on Hiawatha Av. at E. 45th St. - photo by Bill Graham).

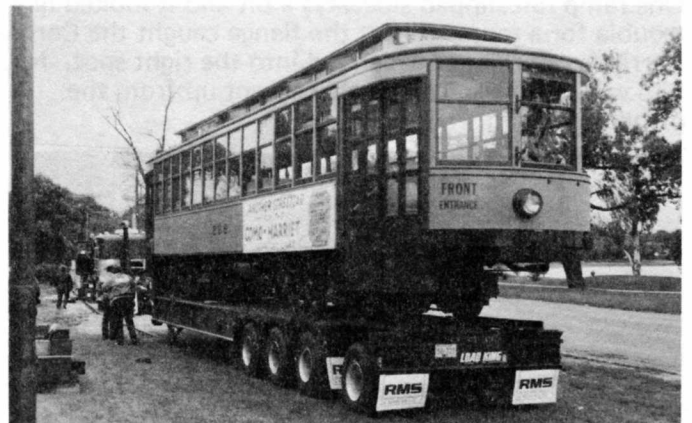


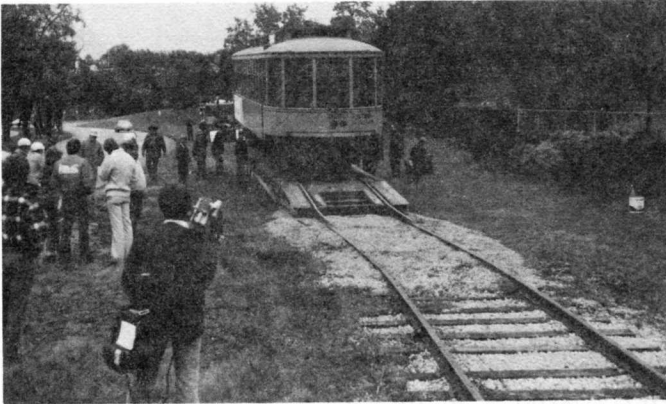
265 on 42nd St. at 28th Av. S., Mpls. (Bill Graham).

No. 265 was taken out of the shops area onto Rosen Road heading west, then a U-turn in the Snelling-Commonwealth area, then south on Snelling one block, west on Pierce Butler, south on Transfer Road and past the midway Amtrak Depot, west on University, south on Vandalia which then veers onto Cretin, then east on Marshall, south on Snelling again, west on Ford Parkway and across the Ford Bridge into Minneapolis onto 46th Street, north on Hiawatha, west on E. 42nd, south on Cedar, west on 46th, north on Lyndale, and west on 36th to Lake Calhoun. So if you woke up early Sunday morning and looked out the window and saw a streetcar go by, you weren't dreaming.

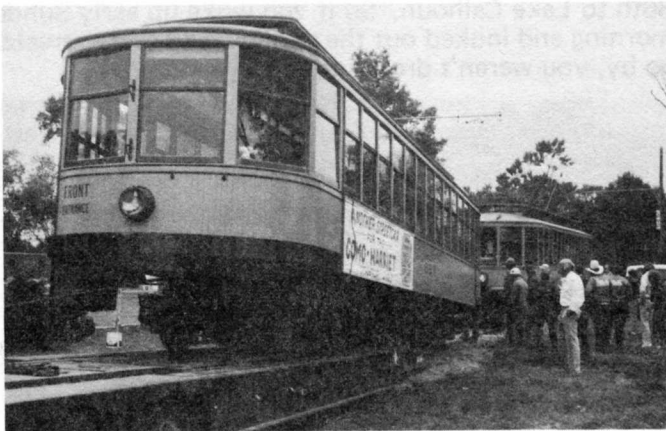


The move, expected to take three hours, took only half that arriving at the north end of the Como-Harriet Streetcar Line at 8:00 am. Traffic along Richfield Rd. slowed considerably as all eyes were on the unloading of 265. Again the cab was disconnected, leaving the front end of the flatbed straddling the new 30-foot runoff track which had been added to the line recently for this purpose.





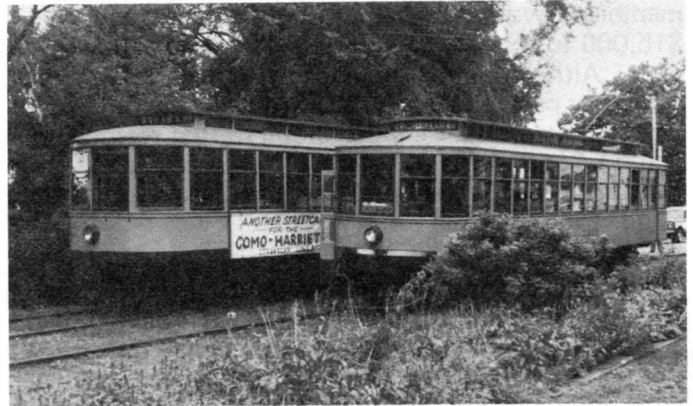
The trailer "knelt down" and unfolded its tracked ramp onto the Como-Harriet's rails. No. 265's trucks were unchained. The tractor hooked a cable to the front coupler of 265 to control 265's downward roll. The trouble was that 265 had none! The journal boxes, freshly (and heavily) lubricated, had little immediate effect on the wheels so No. 265 had to be forced by hand to move. Finally 265 inched its way slowly and gingerly down the ramp to the clicking and whirring of countless cameras.



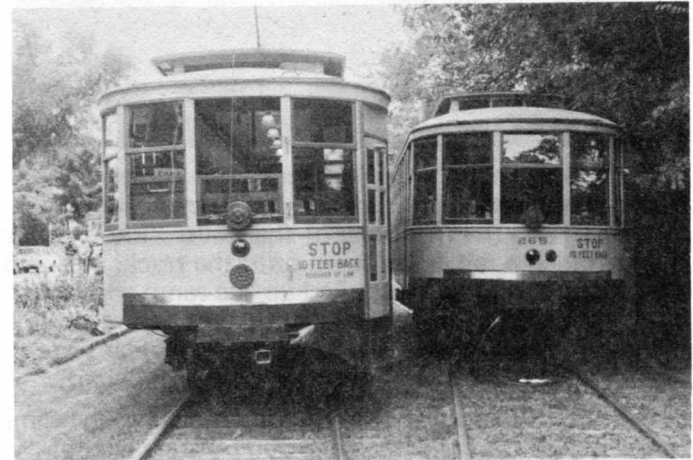
Clank! The rear truck made it to the mainline. At this point streetcar No. 1300, patiently waiting in the wings, was brought forward and coupled with 265 by means of a long tow bar. Bill Graham took little bites of power from the controller and inched 1300 and 265 backwards making sure that 265's front truck remained aligned with the track beneath it.

One ramp rail slipped sideways a bit and it looked like trouble for a moment, but the flange caught the Como-Harriet's rail right and clanked into the right spot. No. 265 was on the line and a cheer went up from the gathering crowd.

No. 1300 then pulled 265 the 3/4 mile up the hill to the siding at 42nd Street. After 1300 went through the switch, it was thrown so that 265 could turn into the siding. The tow bar was replaced by a long steel cable and 1300 pulled 265 into the siding where it would spend much of the day on display during MTC's 10th Anniversary celebration. The move into the siding was completed by 10:00 am.

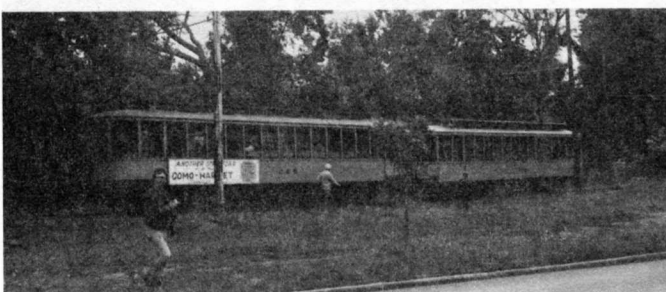


No. 265 had been completely cleaned up at the shops before the move. The protective cardboard covering the highly-varnished oak floor was removed and replaced by a clear plastic runner for the visitors to walk on. The seats and front vestibule were roped off to protect those areas. No. 265 received many visitors through the course of the day.



After the celebration ended at 4:00 pm, No. 1300 pushed 265 up to the car barn area and into the shiny new car barn, built last September. No. 265 officially was tucked away in its new home at 5:15 pm. Restoration will be completed this fall and winter in hopes of running the car by the start of operations next Memorial Day.

Many minor (and some not so minor) things have to be done to 265 yet before she can run: install the trolley pole, connect the wiring, check out the brake rigging, install door switches, build and install rear door opener assembly, build a fender (cowcatcher), install longitudinal seats, back-up controls, give the car a final coat of paint, and finish the front platform. Plus a few little "other things." Join us at Lake Harriet this fall and help us get 265 running by Memorial Day!



MACK 630 & GMC 1399 BUSES RESTORED

Thanks to the Metropolitan Transit Commission, the MTM now has two additional completely restored and operable pieces of equipment. Mack Co. No. 630 and General Motors No. 1399 provided Twin City riders with nearly 40 years of combined service and are worthy additions to MTM's history of transportation.

The two buses had overlapping years of active service in the mid-1950s. Now that they are restored, a little background information on each of them is in order.



1942 Mack Model C3 Bus No. 630

This was MTM's first bus, received in 1965. Being a wartime bus, No. 630 is noteworthy because of extensive use of wood in its interior (handrails, seats, armrests) and folding doors.

No. 630 is 8½ feet wide, 36 feet long and seats 35. It has a 6-cylinder gas engine, transverse mounted with a three-speed semi-automatic transmission.

No. 630 first operated as a "feeder" at the end of streetcar lines, and later on light density lines such as **38th Street, Lowry Avenue, and Bryn Mawr.**

The green and white bus was repainted red and cream with a blue belt line in the mid-1950s to match the new GM's. No. 630 was retired from active service in the late 1950s and began a new life as the "money bus" at the Minnesota State Fair. Since fare boxes didn't have locked vaults prior to 1974, money was removed from the fare boxes at the fair grounds and counted aboard the "money bus." Old un-rebuilt two-man streetcar No. 1136 provided the same purpose as the state fair "money car" from 1936 to 1952.

Old 630 was finally retired in 1965 and donated to the MTM. It was stored first at a farm, then the University of Minnesota's experimental facility in Rosemount and finally, in 1974, moved to Como Shops. A few months ago, in anticipation of MTC's 10th anniversary, the bus was moved to the Snelling Shops and restored to its 1942 appearance. It once again has a light green body, white roof and trim and a dark green belt line with gold leaf number decals.

To authentically restore this bus, much work was involved in locating certain parts for a complete front end overhaul and velveteen cloth to match the original upholstery. MTC also contacted the Mack Co. to secure the correct little chrome hubcaps. The bumpers also were rechromed. If indeed a bus can be beautiful, this is it!

1954 GMC Model TDH 5105 Bus No. 1399

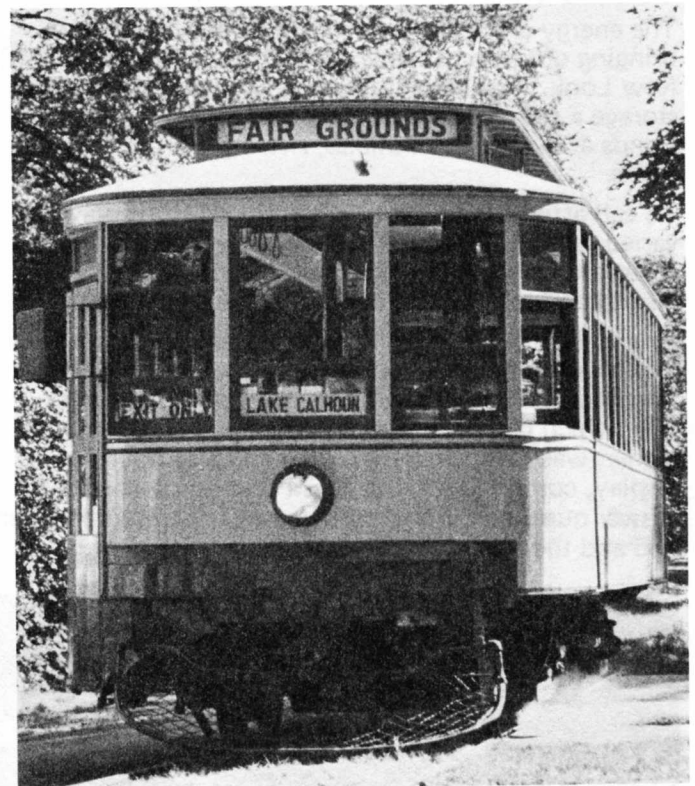
This bus was the very last of 500 diesel buses bought (numbered 900 through 1399) to replace the streetcars in 1953 and 1954. The first 105 buses had steel springs but the rest, including 1399, had air suspension.

No. 1399 is 8½ feet wide, 40 feet long and seats 51. It has a 6-cylinder diesel engine and two-speed automatic transmission.

Originally red and cream with a blue belt line, the bus was repainted green and white with a little narrow black belt line in the mid-1960s to match the 1962 "New Look" buses. No. 1399 was retired in 1976 after 22 years of service, a long life by today's standards. MTM bought No. 1399 from the MTC for \$1.

Earlier this year MTM also leased this bus back to the MTC where it was repainted back to its 1954 red and cream and blue paint scheme with contrasting cream or blue numbers. The red, cream, and blue Twin City Lines logo and wings also were painted back on.

No. 1399 and Mack 630 will be safely stored at the MTC's Snelling Garage in St. Paul.



As is our annual custom, **FAIR GROUNDS** was rolled up on car 1300's destination signs for the 12-day run of the Minnesota State Fair in late August. It is a reminder that "Fair Grounds" was a common sign on many streetcar lines during the Fair in years past. And the cars were usually jammed. By design, all Como-Harriet streetcars were Fair Grounds cars since the line went down Como Avenue right past the Fair Grounds. (photo by Mike Buck)

The Anniversary Oughta Mobile

1970-1980

MTC CELEBRATES 10th ANNIVERSARY

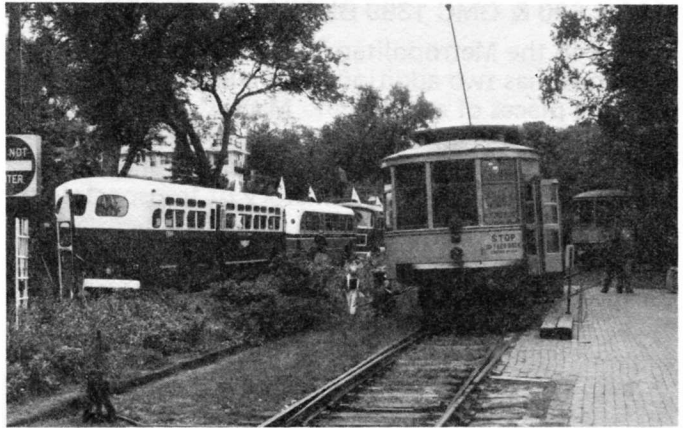
With the help of the MTM, the Metropolitan Transit Commission kicked off a week-long celebration on Sunday, September 14 marking the 10th anniversary of the takeover of the privately-owned Twin City Rapid Transit Company (Twin City Lines).

Twin City Lines was a failing system in 1970, losing money and passengers while operating an aged fleet of buses that had replaced streetcars 16 years earlier. The MTC, though subsidized, has modernized its fleet, greatly expanded its routes, erected passenger shelters, and started many new programs to attract new riders, including special buses for the handicapped.

The energy crisis has jammed rush hour buses now, bringing out of mothballs about 100 of the 1962 GMC New Look "Fishbowl" buses which had been put into storage a couple of years ago. The MTC fleet now stands at over 1,000 vehicles, rivaling the old streetcar fleets.

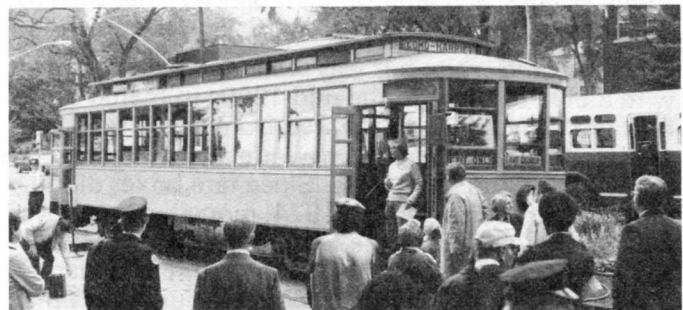
To call attention to the anniversary, MTC displayed a varied assortment of old and new buses at locations around the Twin Cities all week beginning with the display at Lake Harriet combining our streetcars.

Five full-sized buses and two van-buses were parked along Queen Avenue parallel with the Como-Harriet Streetcar Line at 42nd Street. Duluth streetcar No. 265, which had been delivered to the line only hours earlier, was parked on the siding and also open for display, complete with an MTM tour guide aboard to answer questions. Streetcar No. 1300 operated between 265 and the row of buses so it was quite a sight.



In agreement with the MTC, streetcar 1300 provided free rides from 1:00 until 4:00 pm. A short ceremony at 1:00 opened the three-hour "open house" of buses and streetcars. John Yngve, Chairman of the Metropolitan Transit Commission, spoke from the front steps of No. 1300 and highlighted MTC's 10 years of service to the community.

Mr. Yngve, noting where he was standing, commented that before too many more years, we may be back on the streetcar again. Several members of the MTC Board of Commissioners attended the ceremony. Alderman Parker Trostel welcomed everyone to the 7th Ward and spoke about the future of the MTC. MTMer Russ Olson, author of *"The Electric Railways of Minnesota"*, also spoke and recapped the colorful streetcar history of MTC's predecessor, TCRT, and MTM. Then the dignitaries and friends climbed aboard 1300 for a ride to Lake Calhoun and back. A good time was had by all.



1300 passes between 265 (left) and buses (front to rear) DTA 163, MTC 1015, MTC 199, TCL 630, and TCL 1399

The five full-sized buses on display included the two MTM buses recently leased back to and restored and/or repainted by the MTC. MTM still retains ownership of these buses and will be able to use them for special occasions. The five buses on display were:

MTM's Twin City Lines 1942 Mack C3 Bus No. 630. Freshly restored by the MTC, this bus was the most popular of the bus fleet display. It had been over 20 years since anyone had seen this bus on the street - and in its original green and white colors.

MTM's Twin City Lines 1954 GMC Model TDH 5105 Bus No. 1399. Also freshly restored by the MTC, this bus represented a 500-bus fleet in service from 1953 to 1977.

During the celebration week, No. 1399 served as the "Mystery Bus" for the MTC, driving throughout the metropolitan area giving out dozens of gift certificates, bus passes, etc.



MTM's Mack 630 (left) and GMC 1399 on display. Streetcar No. 1300 can be seen passing behind them.

MTC 1962 GMC "New Look" Bus No. 199. This bus was one of about 150 (numbered 100-249) purchased by Twin City Lines in 1962. It originally was green and white with brushed aluminum sides. The 500 TDH 5105's were later repainted to match. No. 199 was later painted transit orange when Twin City Lines was taken over by the MTC.

The "fishbowl" as this model is commonly called, seats 52 and is rumored to be MTM's next bus.

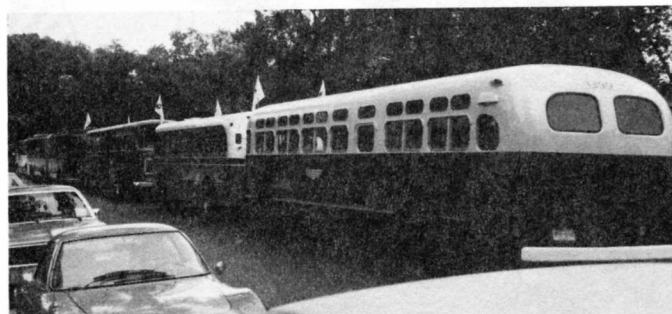
No. 199 is still in service, however, having been taken out of temporary storage last year when patronage increased. Many of these "fishbowls" have been sold to other lines, but MTC retains 101 of these of which 67 have been reconditioned and put back into service. The other 34 will return to service as they are reconditioned.

MTC 1978 Articulated MAN-AM General Bus No. 1015. This bus was one of 20 purchased in 1979 at a cost of \$188,000 each. More are on order. They serve high-density lines with their 67-passenger capacity. The rear wheels track perfectly with the center wheels making the bus even more maneuverable than a regular bus.

Duluth Transit Authority GMC RTS Advanced Design Bus No. 163. This 35-foot-long 39-passenger bus is an example of GMC's latest bus design. It is also made in a 40-foot-long 47-passenger version. It was driven down from Duluth to take part in MTC's week-long celebration and display.

The two van-buses on display were:

MTC 1977 Dodge Travel Coach and Equipment Van No. 1. This van is one of 11 purchased by the MTC for use in paratransit projects. It is a standard stretched van seating 12 with an off-center aisle with two seats on one side and one on the other. It has a high roof to permit walk-in loading. It is painted the standard MTC transit orange. The other van was a standard passenger van painted white with "Vanpool" lettering.



The biggest event of the week was the grand opening of the first building built since the MTC takeover, a 200-bus south garage on Minneapolis-St. Paul International Airport property at Interstate 494 and Cedar Avenue. Governor Al Quie spoke at the Grand Opening on Thursday, Sept. 18. Again, the whole display fleet of old and new buses was present.

It was enjoyable working with the MTC on this anniversary celebration and our hats off to the MTC for the beautiful repainting and restoration of our two buses, 630 and 1399. Without their help, who knows when they would have been restored. Good luck to the MTC in its next 10 years of operation. It'll be interesting to see what mass transit will be like in the Twin City area in 1990. It should be an exciting 10 years.

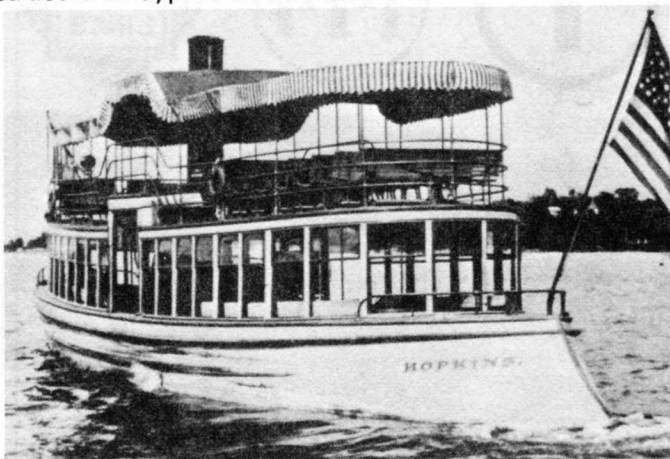
Stories of the move of 265 and the display of the streetcars and buses made all of the TV newscasts that night and papers the next day. A four-column-wide photo showing 1300 and 265 appeared on the Minneapolis Tribune's front page, but with home deliveries cut because of a strike, very few people saw the picture, unfortunately.

TCRT STREETCAR BOAT RAISED!

Dredging equipment raised one of the Twin City Rapid Transit Co. streetcar boats from the murky depths of Lake Minnetonka on August 29. The boat, believed to be the **Minnehaha**, was one of six boats built by TCRT in 1906 for use in ferrying passengers from the end of the company's streetcar line in Excelsior to Big Island and its many attractions. The **Minnehaha** was scuttled and sunk near Big Island in 1925.

The boat was recovered for the challenge and the experience by Greg Hegi and Jerry Provost, co-owners of Hegi-Provost International, a Minneapolis underwater recovery firm, and Bill Niccum, owner of Minnetonka Portable Dredge Co. The operation took six days and the use of giant air bags and three cranes to raise the incredible hulk.

The book, **Electric Railways of Minnesota**, states that the six boats were built at TCRT's streetcar shops at 31st and Nicollet in Minneapolis during the winter of 1905-1906 and launched May 7, 1906. They were given familiar streetcar-related names: **Como**, **Harriet**, **Hopkins**, **Minnehaha**, **Stillwater**, and **White Bear**. The boats were 70 feet long, 14 ft - 10 in. wide and constructed of cyprus wood hulls.



Streetcar boat **Hopkins**, sister to the **Minnehaha**, in its heyday (from **The Electric Railways of Minnesota**, Sweet Studios; William J. Olsen collection).

The superstructure (cabin) was an almost identical floating version of a standard TCRT streetcar; natural and cherry wood interior finish, wicker cross seats and longitudinal seats with armrests, drop-down windows, and side-mounted electric lights on every other window post (like the gate cars). The interior was longer though, seating 65 with another 70 seats on the open upper deck for a total capacity of 135 passengers. Upper deck canopies were added in 1911. The exteriors of the boats were painted the familiar TCRT yellow with olive trim. A coal-fired 150-hp engine drove the boats at 12 miles per hour. A separate 10-hp turbine drove an electric generator to power the lighting.

When patronage fell in the 1920s, the six boats were unceremoniously decommissioned. The **Como**, **White Bear**, and **Minnehaha** were scuttled in 80 feet of water north of Big Island, south of Brackett's Point in July 1925. The **Harriet** and **Stillwater** were scrapped in

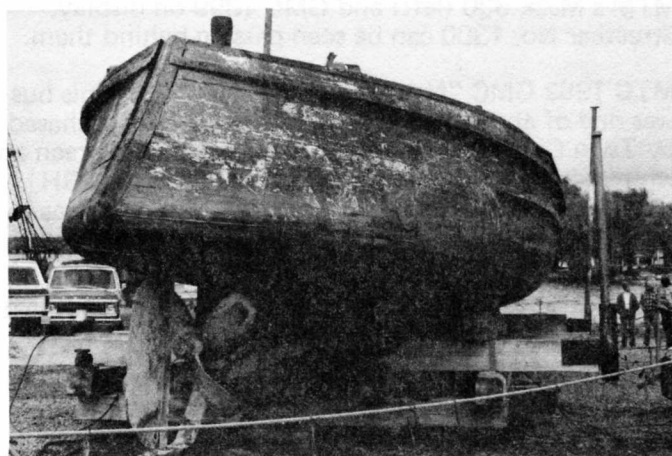
1928. The **Hopkins** was sold in 1927 and continued operating for several more years until it, too, was scuttled in 1948.

Skin divers spotted the hulls in 1967. In 1979, a diver accidentally landed directly on the **Minnehaha**. He brought up the ship's steering wheel and a familiar TCRT "peanut row" wooden armrest. Plans were made to attempt to raise the boat in 1980.

Unfortunately when the **Minnehaha** was scuttled, the superstructure was sawed off at the window posts and presumably scrapped. What is left is a hull and floor in fairly good condition according to the recovery firm. Once dried out, it could float again as is.

Some MTM members have already inspected the boat and discovered some seat brackets, railings, and other hardware. The boat's 46-in. propeller is still intact.

What to do with the boat is another matter. A full restoration, superstructure and all, would cost at least \$100,000 and probably much more. Lest you think we are initiating a fund drive, no way. MTM is not about to get into the boat restoration business. Lack of money and boat knowledge takes care of that. There is considerable interest from the Excelsior and Lake Minnetonka area in restoring the **Minnehaha** though. MTM could provide advisory help and possibly spare parts or seats in the streetcar part of the boat, however. (Wouldn't it be nice to see one of these boats on Lake Harriet complementing our streetcar operation?)



The **Minnehaha** today (photo by Loren Martin).

If the boat does not get restored, it will be put back on the lake bottom for safe keeping until a decision is made to restore it. It may be put back in the deep six soon anyway with the approach of winter. The huge timbers in the boat are completely water-logged after 55 years in the lake and will take months, if not years, to completely dry out. All of the wood would split in freezing weather so unless a warm building is found for the boat, it will spend the winter deep in the lake and be brought out again next spring and given all summer to dry out.

The boat is currently on display at the Minnetonka Portable Dredge Co. grounds on Hennepin County Road 19 just outside of Excelsior.



MINNESOTA STREETCAR MUSEUM

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August 2021

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